excitement in some places among the thounds already scated on the 11sth street landing. The clank of ships' bells came over the water and there was a cross of sirens that never let up for a minute.

SHIPS PABENING. The big ships outlined in fire out in the river swung about proudly as 8 o'clock They twisted and fussed like a girl before a mirror, and when they were sure they were showing themselved to their very best advantage they cinched their positions then with their mudhook and just rested there showing off. Back of them on the Jersey shore and up on the Palisades all the soaps and syrups and anything else that a buying public should be told about gleamed forth in letters of fire to add to the starry effect.

The rail of the Argyle was outlined in red are and some of the ships went in for rer; raid white and blue lights in lines that the distance merged into steady streaks of hre. The Soldiers and Sailors Monument to the south was the most notable of the shore illuminations, but when the clusters of searchlights, millions of candlepower strong, got under way a bit later nd shot white streaks and combinations of red, white and blue beams on clouds of smoke and steam sent into the air to add to the effect the illuminations lost some of

About ten minutes before 8 o'clock the Connecticut's electrician flashed that cornet signal of four red lights and all along the warships of the nations there were answering cornets that showed the flagship's " 'tenshun!" signal had been seen and that the line of warships were ready to get whatever orders were forthcoming. The signalled small talk then went on until a minute or two before 8 o'clock and suddenly ceased.

A RUNNING FLASH OF LIGHTS.

There was a pause for the minute, or while on every bridge of the miles of fighters quartermasters waited for the cornet" again that would cause them to give the order "Turn on the lights!" The signal came promptly, as signals on flagships have a habit of doing, and like a burning trail of powder ship after ship flashed out of the darkness up and down the river as far as you could see.

A good imitation of the crack of doom companied the lighting up of the fleet. Every siren for miles was tied down. The hoarse call of the battleships, the liners and other boots sent, of course, the biggest noise shoreward, but even the hoarseness of the big girls of the river couldn't quite obliterate the shrill piping of the smaller craft, and even the little launches barked ostentatiously enough to make themselves heard. In a moment all the noise seemed to get together, however, and settled down to one steady roar.

The best notion you can get of the spite the roar now coming in from the river you could hear the answering roar of the night audience as it split its lungs

in answer.

The jet of light from the clustered searchlights far up the river which had been radiating like the sticks of a lady's fan in individual rays now were brought closer together, still spreading out in individual shafts of light but making a lesser and therefore brighter number of rays. And then up and down the river the Jersey shore—the backdrop of the stage, broke loose with the fireworks.

FIREWORKS DISAPPOINT. fireworks display was disappoint-d by 19 o'clock the Riverside Park, ing and by 10 o'clock the Riverside Park, which had been crowded early in the

evening, was deserted except for the congestion at the exits at 108th and 116th streets. There were seventy-five numbers on the programme, but for some reason or other it ended with the thirtyixth. This was a set piece showing Robert ulton, which called forth some applause. The committee at 110th street had expected many visitors of note, but they walked about evidently much disappointed that they had no entertaining to do. It was said that all the notables expected were dining either on the battle-ship Connecticut or on the Nieuw Am-

when at its height the three ring fire-works show, which kept you jerking your head north and south trying to see it all, looked when at its height as if all the drug store windows ever in existence were headed heavenward. Waterfalls of fire eclipsed set pieces and set pieces eclipsed set pieces and set pieces eclipsed set pieces and set pieces eclipsed aerial bombs. At 9 o'clock the sirens broke loose again with even a bigger racket than the noise that greeted the signal an hour earlier to light up the ships. This second outburst of noise was to greet the head of the night naval parade, which theo-retically was supposed to reach 110th

retically was supposed to reach 110th street at 9 o'clock. According to programme the night parade was to leave Staten Island as near 7 o'clock as possible.

NOT EXACTLY A PARADE. Probably the boats that had been parading all the afternoon were played

out or something. At any rate the night parade resolved itself into a continuation merely of what had been going on out in the water all evening—the passing up and down of excursion boats, ferryboats, yachts and smaller craft that were there not so much to be seen as to permit the not so much to be seen as to permit the thousands aboard to see. There was no order to the procession—the craft just sailed up and down continually, with their except a religious effort not to anything except a religious effort not to collide with a neighboring oraft's shins. A crowd that numbered among its costumes many thousands of summer

costumes many thousands of summer suits—even some straw hats—had had anough of the chill breeze that blew down the river from the general direction of North Pole, U. S. A., even before the warships doused their glims and fiery decorations at 11 o'clock. Folks who said "Let's beat it home" found the minute they tried to climb the paths to Riverside. Drive that going home was more difficult than they had imagined. The police, who had handled the crowd admirably, who had handled the crown admirably did their best to assist the struggling did their best to assist the loss of mass to the streets without the lo more than a button or two and some temper, but it was a slow job trying to mount the incline.

Even when one was able to worm out of the crush and breathe freely again up on the drive one's troubles were not ended, except for the fortunate who had automobiles waiting among the strings of machines parked under the trees. The 110th street subway station got the hardest choking of its life when the audience started homeward or downtown to see the street decorations. Extra ticket sell-ers had been placed in the stations and traffic squad policemen took charge of the station platforms to help the mob-along in orderly fashion, but it was tedious

Thousands hurried southward to see illuminations that they hadn't had hance to see because of their early start for the river fireworks. The City Hall all the borough halls in the greater city, the bridges, the flare of continuous fire from the immense urn on top of the Martyrs' Monument at Fort Greene, Brocklyn-all these added their share to discomfiting the moon.

Skysorapers of lower Broadway were gay with strings of bulbs that as

gay with strings of bulbs that ran from the street up to the caves. The bridges viewed from a distance might have been great pyrotechnical set pieces. Up in the hotel and theatre region individuals and companies endeavored to apread themselves with electrical displays and succeeded admirably.

It was after 10 o'clock when the two loves or more than containing the

It was after 10 o'clock when the two dozen or more boats containing the Mayor, committees and other officials who really had made the entire trip from the Batlery to Spuyten Duyvil and back again passed the Mayliower on the home trip. After they had made the turn up where the Chester is anchored at the

- was the state of the state of

BRENTANO'S

5th Ave. & 27th St., N. Y.

head of the line and were headed south again an officer came to the rail of one of the warships and yelled peevishly to a committee boat: "How about that night parade? Where

The official boats that had thought they were leading a big line of parading vessels now began to realize very thoroughly that they were the whole parade so far as regular formation was concerned. And so somebody made answer to the impatient naval officer that, taking things by and large the only reply that by and large, the only reply that be made was "You can search

Salute of 21 Guns Fired From Crescent

the Shore road was crowded yesterday from early morning until late at night. an official part in the ceremonies. The from Staten Island to a point off the Crescent Athletic Club house at Bay Ridge and chologists say represent anger and fear. there the Brooklyn Hudson-Fulton comboats and pay their respects to those in

Unfortunately only a part of this programme could be carried out. The Half move of the serschlights and every hiss went on board and was received by Lieutenant Commander Lam, but owing to the delayed, and when she did arrive off Bay Ridge she could not stop.

on the property of R. J. Van Brunt, at the corrections by a direct wire. foot of Eightieth street. There was anwas built by those interested in the new Drive between 155th and 157th success. Lutheran church which is now being There the twenty lights were fined up. erected in Bay Ridge.

tremendous mob of humanity that literally paved Riverside Drive, the Drive
slope and so on down to the very edge
of the river itself, is to tell you that defifty foot pannant above flew from the big rated with flags and bunting. Two huge electric signs displayed the dates "1609-1909," and fluttering between the flagstaff pink on the pier and the boathouse on the upper dock was a huge Dutch flag.

The club pier was crowded. Each balother parties occupied the windows on each side. In the main house there was not even standing room on the spacious

were occupied. About 10 o'clock the Third Battery of Artillery, in charge of Capt. Chauncey near!" Mattock, galloped down Eighty-sixth

and all was in readiness for the reception of the boats.

About 10:30 o'clock the booming of guns on the Staten Island side announced that the parade had started. The Half Moon was in tow but the wind was blowing over her quarter and Lieutenant-Commander Lam had topsails set so that the sightseers at Bay Ridge saw the vessel actually under sail. As soon as she went from Bay Ridge these sails had to be

actually under sail. As soon as she went from Bay Ridge these sails had to be taken in, as the wind was ahead.

As the Half Moon drew near the shore her commander was seen standing on the poop with his officers. As she drew up even with the pier of the Crescent Athletic Club a salute of twenty-one guns was fired from the battery and the band played "Hail Columbia." played "Hail Columbia."
The Half Moon stopped. She did not

The Half Moon stopped. She did not anchor and the tug was kept just slowly ahead so that she held steady in the strong tide. The committee. Borough President Bird S. Coler, Col. Willis L. Ogden, chairman of the Brooklyn citizens' committee: the Rev. Nehemiah S. Boynton, Herbert L. Bridgman, Edgar F. Williams, Col. William Hester, Alexander F. Crichton and Henry Escher, Jr.. went on board and Lieutenant-Commander Lam and his aides were at the gangway to receive them on board. Borough President Coler and Col. Ogden greeted the Dutch sailors and their craft. The Commander replied and called on his crew to give three American cheers, which they give three American cheers, which they did. Then the members of the committee were shown over the boat and the sailors were sent up the rigging to show how the

sails were handled.

By this time the Clermont was seen coming across the harbor. It was too late for the committee to board that craft late for the committee to board that craft and so they merely ran alongside in the launch and waved greetings and received a salute. Then the two vessels pro-ceeded up the bay toward Governors Island and all the way along they were cheered and saluted by the crowds who had gathered along the Shore drive.

FETE AT COLUMBIA. THE Officers and Sallors to Be Entertained

There as Windup to Celebration.

Columbia University will have a part in the Hudson-Fulton celebration on October 2, when a fête will be given on the north grounds of the college by the combined naval committees of the Hudson-Fulton commission, the alumni of the United States Naval Academy He took his place alongside the o and a committee appointed by the university. The fete will be in the nature and Clermont passed in front of the of a farewell reception to the naval and reviewing stand he applauded vigorously visiting foreign officers, the representatives of foreign Governments and other

distinguished guests.

A group of sixty Indians "indigenous to the soil of New York" will be there to to the soil of New York" will be there to astonish such illustrious guests as the Prince and Princess Kuniyoshi Kuni of Japan and their suite. St. Paul's chapel will be open during the reception and several organists will give recitals.

A feature of the decoration of the grounds will be the display of flags loaned for the occasion by the various warships now in the harbor. International bands will furnish music in the north grove and refreshments will also be served there. In case the weather is bad arrangements have been made to

bad arrangements have been made to utilize the gymnasium and the college

utilize the gymnasium and the college dining hall.

The Columbia officials have given the use of the Gould boathouse for the officers of the celebration fleets. Free telephone and telegraph service as well as other conveniences will be furnished. The boathouse is at the foot of 116th street and Riverside Drive and only a step from the Broadway subway station.

While the fête is in progress on the north grounds there will be a reception to the many sailors on South Field. There will be baseball games between the teams of the various ships of the American fleet, vaudeville and other stunts.

DANCE OF RAINBOW LIGHTS

MONSTER BEAMS ILLUMINE WASHINGTON HEIGHTS.

terful Night Effect of a Battery of Twenty Searchlights That Played Here and There and Had a Rollicking Time All Along the Line of Display.

Up on Washington Heights twenty great beams of light in twelve colors made a playground of the darkness last night. Promptly at 8 o'clock the lights curtsied gravely to the ships in the har-bor, wheeled inland to curtsy again to the people inland and then started in for an hour of fun. After that there was no telling what they would do. Sometimes they joined in a sky dance, beginning with a grand march and breaking up into a wild barn dance. Again they would all start to playing hop scotch through space till one would drop to leer at a group of pretty girls, and then others would follow what was up.

The searchlights were really there to light up the curtain of steam that sizzled a few hundred feet from them to one side, and every once in a while they would remember their work ap-BROOKLYN GREETS THE BOATS. parently and dash down to do it. Then the steam would billow out in fat fanlike puffs and the searchlights would illuminate them in kaudy colors like a pea-From Sixty-fifth street to Fort Hamilton cock's tail or it would come out in a soild sheet and the colors would play on the wall. Again it would issue forth in short Brooklyn, it was announced, would take snaky looking wreaths, half a dozen writhing in midair at the same time, and Half Moon and Clermont were to be towed the colors would come and go in red and

But every so often the beams would mittee members were to board the two get tired of waiting on the steam dragon and would dash off to play in the sky again. It really looked very unpremeditated, but as a matter of fact every Moon arrived on time and the committee of the steam jets had all been planned out in advance.

Every operator had a handbook of collision the Clermont was very much operation in which every move was timed for him, while the whole force was superintended by a man with them The Park Department distributed on over all Walter D'Arcy Ryan, the illumithe Shore road 500 benches, capable of nating engineer of the General Electric seating 2,000 persons along the waterfront. Company and inventor of the display. These seats were free. The Ladies Auxil- kept an anxious eye on the effect from iary of the Bay Ridge Hospital had a stand a point a mile off and telephoned in his

The plant from which all the plays of other stand at Seventy-fifth street, which light came was situated on Riverside occupying more than a block, facing the Almost every house on the shorefront Hudson River., Each projector had an was decorated with the Hudson-Fulton intensity of 50,000,000 candle power. The fifty foot pennant above flew from the big out in a hard brilliance of contour. Every staff at the foot of Eightieth street. The time an operator stopped in front of his Crescent Athletic Club was nicely deco- projector he was blanched as white as chalk, face, clothes and everything but his ears, through which the light shone

The light left the projector in parallel rays. Viewed from behind this produced a curious optical effect. The light seemed cony in the big boathouse was filled and abruptly to cease a few hundred feet from the projector.

"Those fellows use up the power." remarked an employee, "but," and he jerked piazzas, and the lawns in front of the his thumb toward a little shack, "we've house was filled with seats, all of which got it to put up. Two rotary converters in there that can make enough direct current juice to light the burg, pretty

Each searchlight was equipped with six street, swung on to the Shore gelatine covers, carrying as many differdrive and unlimbered in front of ent colors, and all operated from a hinge, the Crescent house. The four pieces of so that many combinations of color cannon were pointed out over the water effects could be made. In addition, the

> the steam. The steam pipes had been Clermont under her own steam, ca arranged to supply every possible configuration, from puffy little jets to a solid screen, on which to make an aurora effect, a pinwheel formation, or "Thora's the Claremont!" aurora effect, a pinwheel formation, or large fleecy clouds.

The most interesting effect was that obtained by forcing steam under heavy pressure through hose pipes. The pipes accordingly slatted about furiously in midair, and the steam was thus thrown about in every direction. This was call d the battle of the serpents or some such name. and as lighted up by the twenty projectors had a dazzling effect. Another effect was obtained by the dis-

charge of an aerial bomb high in the air. and then turning a searchlight upon it till the smoke cloud had entirely disappeared.

It was announced that exhibitions will be given nightly till the end of the cel-

SHERMAN SEES MILITIA CRAFT.

Vice-President Inspects the Granite State

With Great Interest. There were few if any among the

thousands who saw the parade who enjoyed it more than did Vice-President James S. Sherman, who represented President Taft at the celebration

The Vice-President was among the early honorary guests to arrive at the early honorary guests to arrive at the official reviewing stand at the foot of 110th street. He was escorted from his automobile down through Riverside Park by Lieut Vaulx Carter of the First Division of the New York Naval Militia. The militia lined up on both sides of the park leading to the reviewing stand, presented arms when he passed, and he was received with the regulation salute of four ruffles of the drum and the bugle call

He took his place alongside the other honorary guests, and when the Half Moon and waved his hat in the air. Hardly more than half of the parade had passed when the Vice-President said to one of hic aides that what he wanted to see as much as anything was the old wartime craft the Granite State, formerly the New Hampshire, built in 1818. Word was at once communicated to Capt. Kalbach, commander of the old frigate, who extended to the Vice-President an invitation

Within a few moments the Vice-President was aboard the Mayflower, which at once put off down the river to the foot of Ninety-seventh street, where the Granite State is moored. None of the honorary guests or other persons on the reviewing stand knew that Mr. Sherman had gone until the Mayflower was several hundred yards down the river.

The Vice-President came ashore in a

to inspect the ship.

tender, escorted only by Ensign L. E. Raff of the Granite State. There was a large crowd on the pier where Mr. Sherman landed and he walked its length twice inspecting the outside of the old battle-ship before any one was aware of his presence.

stern. He asked many questions of Commander Kalbach and Lieut. Carten who piloted him about.

Unnoticed, Mr. Sherman came down the gangplank and walked up and down the gangplank and walked up and down the pier waiting for the naval parade to finish. A Sun reporter asked him how he happened to be there instead of at the reviewing stand.

"I came because I wanted to gratify a desire which I have had for a long timethat of inspecting this old frigate," said the Vice-President. "I wanted to come here quietly without anybody knowing about it, so I could take my time in going over the ship.

"I have a special interest in the boat. I should regret to meet any citizen of the United States who is not interested in this old warship."

Asked what he thought about the parade

the United States who is not interested in this old warship."

Asked what he thought about the parade on the Hudson and the celebration in general, the Vice-President replied: "I think it is great. I am intensely interested in everything that has to do with the celebration. I want to see the old as well as the new battleships. I know I shall thoroughly enjoy all of the celebration if this first day is an indication of what is to follow." Mr. Sherman was the chief guest at

the reception given by the officers of the First Battalion of the New York Naval Militia on the Granite State. He shook hands with most of the guests attending the reception and left early to be motored to his hotel.

ALONG THE RIVER FRONT.

at the Battery and Recreation

Piers The Rush Untown. Down at the Battery an orderly and patient crowd awaited the upstream passage of the great procession. The edge of the sea wall was lined two, three and four rows deep. The posts and chains, which usually confine the grass plots along the Battery walk, had been removed and a mixed crowd swarmed over the green spaces, eating its shoebox luncheons, resting its wearied limbs and

There were Italian families, all in bright yellow shoes. There were Brooklyn families which included many children and New York families which included only one child or none at all. Young men solicitously and rather self-consciously clutched the right or left elbows of younger and more attractive young women while here and there an elderly couple stood quietly watching the slow moving throng which shulled its way from the fireboat New Yorker's pier to the end of the walk near the Barge Office and there turned about and shuffled back again, giving way to oncomers when necessary and then spurting a bit to take advantage of an opening in the crowd ahead. But they were orderly and quiet and were just waiting.

Through the crowd went flag, button and programme venders -their irregular courses describing tangents, ares and along with the currents, crying their wares and pausing now and then to make a sale. Ticket agents for the several sightseeing steamers made their bids for business, but seemingly with only medium success. Many of the steamers as the time for the start of the parade drew near put off from the Battery land-ings with their bands playing lively airs to apparently thinly populated hurrican decks. The crowd seemed to prefe

decks. The crowd seemed to prefer the Battery sea wall.

A small but steady stream of visitors branched off from the main flow of sight-seers down Broadway to view the Fulton monument and grave in Trinity Church-yard. In front of the monument stood a young man who twirled a light cane and announced to those who stopped to gaze:

"Fulton's grave is over there near the church. This is only a monument." With the accent on "only."

"Only about a thousand people," he added, "have asked me why the grave is over there and the monument over here. One man asked me how much them artificial wreaths on the moxument weighed and a woman asked me what kind of leaves they was made of. But most of 'em wants to know why the grave is over

The recreation pier at the foot of Al-The recreation pier at the foot of Albany streef, just below the entrance to the Liberty street ferry, was a favorite vew point. There was a line of people five deep along the water front and a constantly moving procession in the rear. The Half Moon, in tow of a tug, followed two or three cable lengths astern by the Character trades berger at the foot of Albany streef, just be looked in length. She looke like a small ocean steamer perfectly equipped, and her wireless outfit showed two or three cable lengths astern by the

"There's the Claremont!"
The cry was passed upward along

the line.

"She's towing!" ventured a novice.

"Nonsense!" exclaimed a knowing one,

"Can't you see her paddle wheels going."

As soon as the Clermont passed there
was a general rush for the street. The
following procession of pleasure and commercial marine seemed to offer little
attraction for the average spectator.

There was a general disposition to move
on and intercept the head of the procession higher up the stream.

There was a general disposition to move on and intercept the head of the procession higher up the stream.

The antiquated horse cars on West street were taxed beyond their capacity and the strength of the long suffering brutes that tried to pull them. Every open dock head was, crowded with sight-seers and trucks, ranged behind, slid a thriving business at whatever the passengers were willing to give.

Most of the pier houses had the doors half closed with placards displaying in large black letters the warning, "Positively No Admittance."

The next recreation pier above Albany street is No. 43, foot of Barrow street. This was packed with people. The Half Moon was off Barrow street shortly after 2 o'clock. The third recreation pier on the North River front is at the foot of West Fiftieth street. Many persons were unable to get on that in time to see the Half Moon pass. The riverfront in the neighborhood, however, being more open than in the lower part of the city, gave wider opportunities for sightseeing.

one who wanted to get on jumped over the gates. Women had to go on whether they wanted to or not.

Conditions were little better on the subway at Fiftieth street. It was extremely difficult to get on or off a train. Above Seventy-second street the local trains were stalled up to Ninety-sixth street within touch of each other, while the everyone trains crawled along at the express trains crawled along at frequent intervals of stopping.

At the foot of West 110th street, where the marine parade was to end, there was such a crowd as made it next to impossi-

ble to get a piace on the wall which flanks the outer sidewalk. The roadways both up and down were filled with automobiles and other vehicles, all packed with sight-seers. The Half Moon arrived at this point about 3:15 P. M. and dropped anchor near the Utrecht. The Clermont went further up the river.

BRILLIANT LINE OF YACHTS. All Sorts of Fine Craft Turn Out for the

a banquet last evening on the Connecticut at which twenty-eight covers were Parade. The yachting display in the parade side of Admiral Schroeder, were Admiral was a fine one. It has only been beaten on some of the cruises of the New York Sir Edward Seymour of the British fleet and Grand Admiral von Koester, repre Yacht Club in America's cup race years, when more than two hundred and fifty sentative of the German Emperor at the Hudson-Fulton celebration. vessels have been reported in the squadron. These, however, included all sorts of yachts, while yesterday only steam yachts, auxiliaries and power boats were

More than half an hour was taken in his inspection of the frigate. He was taken over the entire vessel from bow to

and I all the secondary of the second

The PIANQLA Piano In the Hudson-Fulton Naval Parades

Another Evidence of Pianola Leadership

In the naval parades of the Hudson-Fulton Celebration are some of the finest yachts and greatest battleships afloat. The accompanying list gives the names of those on which we have installed PIANOLAS or PIANOLA Pianos.

This is only another way of showing the recognized supremacy of the Pianola. On such splendid craft, the aim is always to secure in every item of the equipment, the best article of its kind.

Two factors influence well-informed purchasers in giving the PIANOLA preference over all other makes of Piano-players: First, musical superiority; second, constructional superiority.

As to the musical superiority of the Pianola, there is overwhelming evidence. Practically every musician of note has endorsed the Pianola, -many of them going so far as to state that they are unwilling to give serious consideration to any other make of Piano-player.

Also on the side of its constructional excellence, there is the strongest proof of the Pianola's pre-eminence. The experts of our battleships and private yachts buy the Pian-

ola because they know that it will BATTLESHIPS stand up better under the severest strain, as a result of the best In the Naval Parades on which are one or more PIANOLA Pianos

Georgia

Missouri

Connecticut Kansas Louisiana Minnesota

New Jersey Rhode Island Virginia Ohio

The Chester

The Dixie Note—In addition to the above ships in the Naval Parades there are Pianola Pianos on most of the other battleships of the Navy.

division and with her was Vice-Commo-

Astor's Nourmahal, C. K. G. Billingf's

Vanadis, a new English built craft,

Isaac Stern's Virginia, G. W. Perkins's

Waturus, Samuel Untermyer's Rambler

division made a most imposing spectacle

as it swept up the harbor and river.

Corsair is 304 feet long. Vanadis is 77

feet, and the smallest of the lot, the

Morton F. Plant's big Iolanda, another British built craft, led the second divi-

sion. This is a vessel of 1,610 tonnage

ean flags she flew. H. A. C. Taylor's Wanderer, J. E. Fletcher's Carmina, H.

A. Brown's auxiliary Visitor II., a three masted vessel; Frederick H. Stevens's

white yacht O-We-Ra and John H. Hanan's Surf were prominent in this

leading the third division. W. B. Dinsmore's Ituna, George F. Baker, Jr.'s, Viking, a new yacht; Charles Hayden's Wacondah, all the way from Marblehead; W. D. Hoxie's Idalia and W. S.

BANQUET ON THE CONNECTICUT.

From Various Nations.

Rambler, is 177 feet long.

material, the best workmarship and the nicety of its adjustment. Commander Peary after taking his Pianola Piano into the trying climate of the Arctic wrote: "The Pianola Piano is appar-

ently as good as new."

Caution: Do not imagine that the numerous endorsements of the PIANOLA apply in whole or in part to other Piano-players. The word "PIANOLA" is the trade-mark name of the instru-ment made by the Aeolian Company and is the purchaser's safeguard in securing the maximum efficiency in a Piano-player.

THE AEOLIAN CO. **AEOLIAN HALL** 362 Fifth Ave., near 34th St., New York

YACHTS in the Naval Parades on which Aeolian Co. Instruments have been installed

Corsair (Flagship) J. Pierpont Morgan Venetia G. W. Elkins Virginia

Rheclair D. G. Reid Privateer (Flagship) R. A. C. Smitl E. H. Blake

American W. S. Irwin Cayuga T. M. Slocum

Walter Luttgen Note—Other owners of in the Naval Parade Pianola Pianos in their

board J. Pierpont Morgan's big black Atlantic fleet; Capt. Yzaguire of the Mexi-

can navy, Capt. Marshall of the North Carolina, Capt. Nicholson, chief of staff to Admiral Seymour; Commander Low-ther-Crofton, aide to Admiral Seymour; Commander Darcy, chief of staff of the French squadron; Commander Searle, aide to Admiral Perez; Capt. Gruschke, aide to Capt. Colenbrander; Lieut. Rowan, aide to Admiral Wainwright; Lieut. Retzmann, German naval attaché; Lieut. Richard, flag lieutenant to Admiral le Pord; Lieut. White, flag lieutenant of the Atlantic fleet; Lieut. Commander Muller, flag lieutenant to Grand Admiral von Koester; Lieut. Pipon, flag lieutenant to Admiral Hamilton; Lieut. Hunt, aide to Capt. Comly; Commander Almada, commanding the Armider Almada, commanding the steamer Corsair. The yachts assembled can navy, Capt. Marshall of the North off Owl's Head. Corsair led the first dore C. Ledyard Blair's Diana, a black boat; G. W. Elkins's Venetia, John Jacob mander Almada, commanding the Ar-gentine training ship Presidente Sar-mienta; Commander Powlett, flag com-

mienta; Commander Powlett, flag commander to Admiral Seymour; Lieut. Commander McLean, ordnance oficer of the Atlantic fleet; Capt. Colenbrander, commanding the Dutch cruiser Utrecht; Capt. Filippo Ducarne, senior officer of the Italian navy, and Capt. Osterhaus, commander of the second division of the Atlantic fleet.

The first toget was to the President The first toget was to the President of the United States and then came toasts to the following countries in the order named, the order being determined by the rank of each nation's representative: Great Britain, Germany, Chile, France, Mexico, Italy, the Netherlands and the Argentine Republic. As each toast was Argentine Republic. As each toast was given the band played the national air of the country named.

ALONG RIVERSIDE DRIVE.

nead; w. D. Hoxle's Idaha and w. S. Irwin's American were among those that followed the Privateer.

The next division was led by Commodore E. C. Benedict's Oneida, a yacht that has cruised everywhere and battled with many a storm. The Commodore never misses a celebration of this kind. Alfred G. Vanderbilt's Winchester a fast craft: Life, Happy and Gay, and Throngs Like Those Hustling to a Football Match. Riverside Drive, all the way from Seventy-second street to a hundred and

something, all day looked like nothing something. It was the streets near the spot where a big football game is about to be played between two of our institutions of learning.

Possibly it was the presence of those men along the curb who were trying to get people to buy their pennants that created this effect. But the stream of flag decked automobiles and the people in the point of the power boates and there were some of the finest vessels in the world.

Following the steam yachts came the power boats and there were at least a hundred of these. Among those noticed were commodore F. M. Wilson's Sumida, J. A. Mollenhauer's Commodore F. M. Wilson's Sumida, J. A. Hoadley's Alabama, J. A. Mollenhauer's Corinthia, Charles Fletcher's Christina, J. G. N. Whitaker's llys, S. P. Granbery's Irene II., F. D. Giles Jr.'s, Elmo II., F. C. Havens's Avis. E. J. Stimer's Wanderlust and William Dunoan's Barbara.

Many of these went out again for the evening parade and illuminations, and the steamer yachts used, their search-lights and made a rare display of electric lighting, parade until late in the afternoon and the seamer yachts did not get going in the parade until late in the afternoon and the seamer yachts did not get going in the parade until late in the afternoon and the seamer yachts did not get going in the parade until late in the afternoon and the seamer yachts did not get going in the parade until late i

lights and made a rare display of electric lighting.

P'The yachts did not get going in the parade until late in the afternoon and the power boat men got tired. They improvised a parade. There must have been more than a hundred of these vessels and they looked very/pretty with their flags flying. They started down the bay and went almost as far as Sea Gate, and then turning, proceeded up the bay again and along close to the shore as far as Owl's Head, where they turned again and kept on parading until they got 'the signal to start in the big parade late in the afternoon. It was after 4 o'clock when the steam yachts got away. on wheels at every corner and in between galloped the mounted men. Twenty-seven signal stations, little green sentry boxes they looked like, were spread along the drive. They were under Supt. Michael Brennan of the signal corps, and each one had a signalman, whose outfit consisted of a telephone, a megaphone and a regular signal box. Beside each one was an ambulance from the various hospitals, with a surgeon ready to revive a fainting woman or set a broken leg at a moment's notice. on wheels at every corner and in between a moment's notice.

Besides these the public health and convenience committee on the commission had a string of emergency hospitals. Dr. Daniel R. Lucas was in charge of these. Six motorcycle couriers under T. S. Jahnston, who BANQUET ON THE CONNECTICUT. of these. Six motorcycle couriers under T. S. Johnston, who does similar work Admiral Schroeder Entertains Guests at the automobile races, dashed up and down the drive, helping out the police or the surgeons or taking messages to the chief hospital at 103d street. There was no telling how many policemen were on duty on the drive. But it looked Rear Admiral Schroeder presided at the laid. The guests of honor, sitting on either side of Admiral Schroeder, ware Admiral Schroeder, ware Admiral schroeder.

RELIGIOUS NOTICES

MRS. ANNIE BESANT

Hudson-Fulton celebration.

These, however, included all sorts of yachts, while yesterday only steam yachts, auxiliaries and power boats were of the Chilean navy, Rear Admiral Hamilton of the British fleet, Rear Admiral le Port W. Butler Duncan, Jr., was in command of the steam yacht division. He was on



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DIED.

ARNAM.—On September 24, at Denver, Col., Charles H. Parnam of New Haven, Conn. Notice of funeral at New Haven later. ATCHESON.—On September 24, Sophia Hatcheson, age 79.

Services at "THE FUNERAL CHURCH." 241 West 23d st. (Campbell Blod.), Sunday afternoon at 4 o'clock. DLLISTER .- At Grand Rapids, Mich., Saturda

September 25, 1909. Harvey J. Hollister, the 80th year of his age. IDOR.—Passed away, at 1:15, September 25, 1909, Rev. Charles A. Lador, pastor of French Evangelical Church of Woodhaven, L. I.

Funeral services at the church on Mone tember 27, at 5 P. M. Interment at East-

hampton, Mass.

EE.—The funeral services of the late James Gore King Lee will be held at Grace Episcopal Church, Jamaica, L. I., on Tuesday, September 28, at 10:45 A. M. A special train will leave Long Island City on the arrival of boat leaving East 34th st. at 10 A. M. It is kindly requested that no flowers he sent kindly requested that no flowers be sent. MSEY.—On Saturday, September 25, 1909, at her summer home in the Thousand Islands.

May Hasbrouck, wife of Lee M. Rumsey of St. Louis, Mo., and daughter of Carrie S. and the late George S. Hasbrouck of New York Funeral private, at the Thousand Islands. In-

terment in Woodlawn at convenience of family. Paris, St. Louis and Fort Word papers please copy. NFORD.-On Friday, September 24. at her

residence in New Milford, Conn., Caroline S. Sanford, daughter of the late Judge David C. and Emily Bull Sanford, in the 71st ar Funeral services at All Saints' Memorial Church, New Milford, Conn., on Monday, September

at Newark, N. J., Addison W. Woodhull, in his 49th year. Funeral services will be held at his hate he 26 East Kinney st., Newark, N. J., on Mon-day, September 27, at 10:30 A. M. Intermen at Tennent, N. J.

UNDERTAKERS.

FRANK E. CAMPBELL, 241-245 W. 284 St.